

Seattle Pedestrian Advisory Board Meeting Minutes
Wednesday, October 13, 2010 - 6PM-8PM
Seattle City Hall Boards and Commissions Room L280

1. Call to order and introductions

The meeting was called to order at 6:00 p.m. SPAB members in attendance: Tom Williams (Chair), Christina Bollo, (Vice Chair), Vanessa Lund (Secretary), Mark Bandy, Jeniffer Calleja, Kristen Lohse, Jon Morgan, Betty Ahrens, Greg, new Get Engaged Member

Staff and presenters: Brian Dougherty (SDOT staff liaison to SPAB); Bill Bryant, SDOT; Rebecca Deehr, Mayor's Office; Barbara Gray, SDOT; Kristen Simpson, SDOT.

Members of the public in attendance: James McIntyre, Jacob Struiksma

2. Approval of minutes

Tom asked for any additional comments or corrections to the September meeting minutes.

ACTION: The September minutes were unanimously approved.

3. Public comment

Tom thanked the members of the public for attending and asked if there was any comment. Hearing none, the public comment period was closed.

4. Walk Bike Ride presentation- Rebecca Deehr (Mayor's Office)

Rebecca presents Mayor's Proposed City Budget- Future Funding for Ped, Bike, Transit improvements. She asks, what can we do reprioritize funding on the state and federal level?

There is a focus on health and equity in WBR, using the data set of the pedestrian master plan.

Christina asked for a Budget 101. Rebecca explained that there was a 10% CPT that fed Bridging the Gap. Now there is an additional 2.5% that goes to the Seawall and Mercer Projects. The mayor has asked for an additional 5% to fund WBR. Council has established a Transportation Benefit District. The mayor has asked for a Vehicle License Fee (VLF) of \$20 (the most allowed without a general vote) that would pay for some of these projects.

Rebecca reviewed a draft document showing the 2011 and 2012 WBR projects that are additional to what is in the base budget. These include Neighborhood Projects, curb ramps, new sidewalks, bicycle improvements and the Transit Master Plan. Some of the WBR money will go to support Large Capital Projects (such as Ballard Bridge, Linden Avenue North, etc.)

Jon Morgan asked: What are we looking at if the extra 5% CPT does not pass and these improvements are not fully funded? Rebecca responds that there are some other funding sources, such as an increase in on-street parking, though that impacts the general fund. Jon notes his support for the CPT and VLF. He asks what the Board can do to be helpful. Rebecca responds that letters from individual members would be great.

Mark Bandy notes that the spreadsheet shows "Core Services" that rely on CPT and VLF and wonders why we don't just put those services off until the economy improves. Barbara Gray notes that many of these core services impact bikes (street cleaning) and peds (landscape maintenance).

5. Third Quarter Master plan Update- Barbara Gray

Barbara reports that the Master Plan took a large mid-year staff cut and said they are catching up on the deliverables. She also notes that if WBR is under-funded, they will have to re-evaluate the deliverables.

Objective 1

Barbara notes that the Capital Improvement Projects list is more closely tied to the pedestrian master plan and that this may be a presentation in and of itself. The Capital Project prioritization and initiation is related to “along the roadway” and “across the roadway”. Barbara is interested in a future presentation on just this one issue. Kristen Simpson has worked to integrate the signals department with the pedestrian master plan.

Objective 2

Barbara notes that the Walkable Zone has generated a lot of public comment and talk within SDOT. While the communication piece of the walkable zone has not been worked on, Barbara is confident that this will increase by the end of the year. There will be a new newsletter called “Walk Bike Rider”. Jacob asked about sandwich board problem. Barbara noted that SDOT has started a permit process and that Brian de Place could explain more about this. Mark Bandy notes that bike parking can encroach on the Walkable Zone and is curious how someone reports this. In coordination with DPD, a Center City plan has been created. Darby Watson has returned from maternity leave and has started work on King Street Station multi-modal hub strategy. There will be a stakeholders group and there will be a presentation with alternates.

Objective 3

No parking restrictions at marked crosswalks and intersections have moved forward. GIS analysis of blocks longer than 600 feet to create mid-block crossings. Jon asks about locations of big blocks and Barbara answers that they are all over the city. Seth notes that the City of Kirkland has a good policy on this.

Objective 4

Barbara notes that the city is going strong on complete streets. There is a checklist for smaller scale projects, but the large project checklist is going well. All capital improvement projects are required to use the complete street checklist. From an equity perspective, Columbian Way Road Diet generated no complaints. Conceptual Plan for Queen Anne has been adopted and Denny Way is being worked on.

Objectives 5 and 6 will be reviewed next month

Brian Dougherty distributes the new walking maps.

6. 2004 Director’s Rule (marked crosswalks and pedestrian half signals) – Kristen Simpson

SDOT is seeking to repeal the Director’s Rule. The MUTCD (Manual Uniform Traffic Control Devices) now has the appropriate information about marked crosswalk so the director’s rule is not needed. The MUTCD is a more appropriate for these types of information than the director’s rule. Kristen notes that SDOT is not adopting the new HAWK pedestrian signal. Kristen asks if Board members have comments on this, members should email kristen.simpson@seattle.gov

7. Transit Improvements in the 45th Street Corridor

Bill Bryant reports on the Route 44 Transit Corridor Improvements. METRO is looking for a 2% improvement (6 minutes) across the route. There will be widened sidewalks and bus bulbs. The idea is that “car occupants wait for buses instead of bus occupants waiting for cars.” Bus bulbs have retail support because of widened sidewalks. 15th Avenue NE paving and re-signalization will be coordinated with this project. There will be bus stop consolidation to make infrastructure improvements more efficient

and increase speed across the route. This project is fully funded, but grants could make the process faster.

Bill Bryant noted that there will be a Bus-only lane east of Aurora on Midvale (westbound). There will be a newly configured sidewalk that has been designed with input from nearby property owners. Christina asked for a pdf of this plan (and Bill sent one to the group after the meeting).

Jon Morgan asked about the cost of the project (\$6 million) and also asked SDOT to consider queue jumping signals for both buses and pedestrians. Bill Bryant said he would take this idea to Brian Kemper.

8. Adjournment

The meeting adjourned at 8:00 p.m.

The next Seattle Pedestrian Advisory Board meeting is scheduled for November 9, 6-8 PM.
Seattle City Hall Boards and Commissions Room L280